

The National *Falcon* News



Linda and Dick Harrington
Delhi, New York

1963 Falcon Sprint Hardtop

SEPTEMBER 2006

Cover—Linda and Dick Harrington

Linda and Dick Harrington of Delhi, New York are brand new members of the FCA. Their impeccable 1963 Sprint made its first showing at the National Meet in Indianapolis and they liked the people and the Club, so they decided to join both the FCA and the Mason Dixon Chapter "since they were so welcoming." Dick has graciously agreed to provide detailed Tech Tip articles to the Editor, the first one appearing on page 4.

And kicking off a series of Indy Individual Profiles by the Editor, see more of their Sprint beginning on page 8. Welcome to Linda and Dick and all new members to the Falcon Club of America!

Cover photo: Dick Harrington

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.

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585-334-6779 (1)

Presidents Message

On behalf of the Officers, Directors and the membership of the FCA I would like to thank the Hoosier Chapter for the great job they did in hosting the 27th Annual National Convention of the Falcon Club of America.

Thank you, members of the Falcon Club of America, for placing your confidence in me by electing me as your President. It is truly an honor to be placed in the same company of our four previous Presidents. With your help, I will do my very best to lead our club forward.

A special thank you to Steve for serving as our President for the last ten years and to Joe Tatti, Ray Chevalier, Chet Wisneski and Danny Rosewell for their dedicated

service to the Falcon Club of America. Congratulations to James Baxter as your new Vice President, Bill Poole as your new Recording Secretary and to Mark Sword as your newest Board Member.

Our National Falcon News has won another Golden Quill Award from Old Cars Weekly Magazine. We are very fortunate to have such a professional and talented Editor. Thanks Wendy for the great newsletter.

We have several Regional Meets over the next couple of months. If possible, try to attend one or all of these meets and support the Chapters as they host these events. I plan to attend each of these meets and hope to see you there.

Chuck

Upcoming Features: New FCA Members / Board Member's Falcons

NEW MEMBERS: As a continuing effort to showcase new FCA members and their Falcons, we are calling for photos and stories from new FCA members to be featured in future issues of The National Falcon News. If you have recently (within a year) joined the FCA, please send your stories and photos to the Editor at the address on page 2. Please indicate on the material that this is a new member feature. Not-so-new members: we want to see your Falcons too, so send 'em in!

BOARD MEMBERS: By next year's National Meet, I want to run a feature story on each Board member and their Falcon(s). Bob Passino, Frank Bell, Cliff McKay, Kent Whisenhand and Mark Sword: we want to see your cars in The National Falcon News!

-Editor

Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.-monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter

Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.-monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.-7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California Falcons

Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA, 3rd Thursday at
Applebee's in Clovis,
98 Shaw Ave. 7:00 PM
559-322-0108

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.-monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.-Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.-bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.-monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.-monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun-bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.-monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.-monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(763)-420-3050

River City Chapter Sacramento, CA

2nd Tue-monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday-bimonthly
(818) 845-9725

Sonoma County Santa Rosa, CA

1st Thurs.-monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.-monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons Richmond, VA

2nd Sat. even months
(804) 226-4791

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487



Conversion of Single Bowl to Dual Bowl Master Cylinder

WHY THIS IS A MUST:

- If you still have the original master cylinder, it is due to be replaced.
- Is your car worth the risk of a brake failure?
- Are your life or other family members & friends worth the risk of a brake failure?
- Cheap (around \$50.00).
- Relatively easy.

PARTS REQUIRED:

(Prices are based upon a visit to my local NAPA store: 7-31-06)

- 1967 Mustang Dual Bowl Manual Master Cylinder for front and rear drum brakes (remanufactured), \$19.95
Note: This conversion will not work with a stock power brake booster.
- Core Charge, \$9.25
- Brass Brake Line Tee Fitting (1960-66), \$2.99
- Brass Brake Line Tee Fitting w/1/8" female pipe thread (1960-64 only), \$5.69
- 8"-3/16" Brake lines with fittings on each end (1960-66), \$1.99
- 8"-3/16" Brake lines with fittings on each end (1960-64 only), \$1.99
- 1 Quart of Type 3 Brake Fluid, \$3.87
- Master cylinder brake bleeding kit, \$1.00

REMOVAL OF THE OLD MASTER CYLINDER:

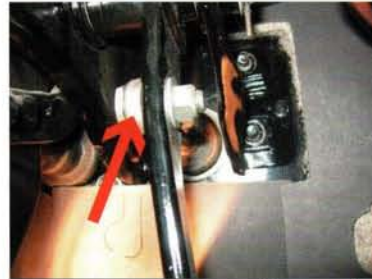
1. Remove the master cylinder cap and using a turkey baster, (ask your wife, but get one just for the garage at a dollar store) remove as much brake fluid as possible from the master cylinder.



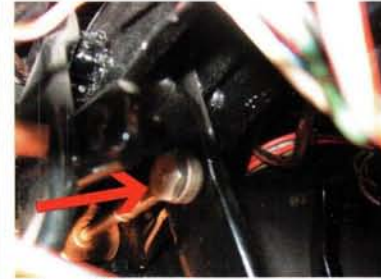
1963 master cylinder on left, 1965 master cylinder on right. In 1965 the brake light switch was moved inside.

WARNING: Brake fluid ruins paint. Cover up your fenders and spread lots of rags below the master cylinder.

2. Remove the brake line fittings from the brass tee at the front of the old master cylinder. Be careful, breaking a brake line or stripping a brake line fitting will require re-flaring of the old brake lines. This means more tools, money and time. Soaking them with a rust penetrant the day before will assist in easing their removal.
3. Remove the brake light switch wiring (they pull off, but twisting simultaneously will help).
4. Remove the brake push rod from the brake pedal (under the dash board).
5. Remove the two bolts that attach the master cylinder to the firewall. The master cylinder should be free and can be removed from the car.
6. Remove the push rod from the old master cylinder. It just pulls out, but it can be stubborn at times. You may need to place the master cylinder in a vice so you can get plenty of leverage when pulling.



Remove the push rod bolt



OPTIONAL PARTS:

(might as well replace them while it is apart)

- Brake Light Switch, \$10.99

Recommended Tools:

- 9/16" combination wrench
- 1/2" combination wrench
- 3/8" x 7/16" brake line wrench
- Needle nose pliers
- 2'-1/4" clear tubing to bleed brakes



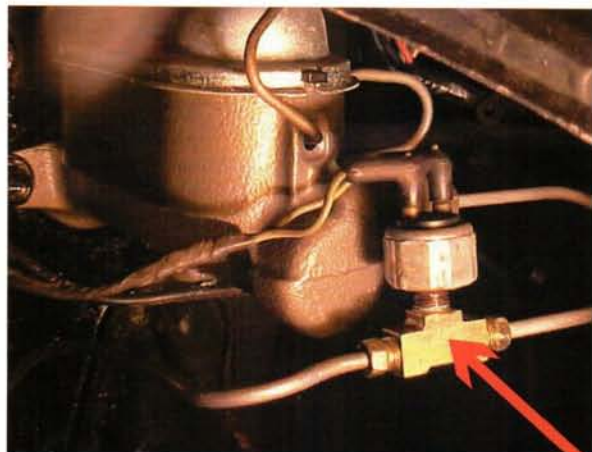
Removing the push rod using a vice

INSTRUCTIONS:

INSTALLING THE NEW MASTER CYLINDER:

1. Temporarily install the new master cylinder so the new brake lines and fittings locations can be established. A tubing bender is nice to have, but any 1" ± round object (wood dowel, pipe, socket) can be used to bend the tubing. Be careful, if you kink it, you will need another piece of brake line.

2. Remove the push rod that came with the new master cylinder and replace it with the original push rod. If you leave in the longer Mustang push rod, you will have your brakes on all the time. (Ask me how I know this!)
3. Bend a loop into the 8" brake line(s). This relieves stress, allows for expansion and contraction and also makes it easier to screw the fittings together.
4. Once you are comfortable with how the brake lines fit, remove the master cylinder. The master cylinder needs to be bench bled (follow instructions included with the new master cylinder). Place the master cylinder in a vice and attach



The rear brake line and the brake light switch are fed from front bowl. On 1965 and newer models, if you are careful you can feed the rear brake line directly into the master cylinder. This eliminates one tee fitting and 8" brake line.



Front brake lines are fed from the rear bowl. New brake line enters into a tee fitting that feeds the left and right front wheels. Notice the loop in the brake line.

This is a special tee fitting that has a female pipe thread on top for the brake switch.

the master cylinder bleeding kit. Add brake fluid to the master cylinder and cycle the push rod in and out until you no longer see bubbles in the tubing.



5. Bolt the new master cylinder in place and attach the brake lines. Be sure to use a brake line wrench, (\$2.00–\$3.00)

BLEEDING THE BRAKES:

6. Fill the master cylinder with fresh brake fluid. As the brake bleeding process continues, you will need to keep the bowls of the master cylinder full. **DO NOT** let them run dry, if you do, you will let air into brake lines and you will need to start the bleeding process all over again.

7. All four wheels will need bleeding. Always start at the wheel furthest from the master cylinder (right rear) and work your way towards the wheel closest to the master cylinder (left front). **Caution:** spray the wheel cylinder bleeder screws with a rust penetrant the day before to lessen the chance of stripping them. When you have a nice hard brake pedal you can take your next cruise without fear of a catastrophic total brake failure.

TIPS:

- I use a Mighty Vac tool (\$30.00) for bleeding the brakes. It allows me to do the job by myself. My wife and daughters greatly appreciate this tool as they no longer have to sit behind the steering wheel listening to "Push...Let up" a couple thousand times.
- This is a good time to pump all the old brake fluid out. Brake fluid is hygroscopic (meaning it collects moisture); this will rust out the insides of the wheel cylinders (common cause of brake failure). Manufacturers recommend replacing brake fluid annually, when was the last time you replaced yours? When the fluid runs clear, you have gotten the old junk out.

Dick Harrington of Delhi, New York is a new member of the FCA (#12563). His cars include a 1963 Sprint Hardtop, 1963 Sprint Convertible, and a 1965 Comet Cyclone. Along with many more tech articles, see his pristine 1963 Sprint hardtop on page 8 of this issue.

Classified Advertising

Falcons For Sale

1960 Falcon 4 door wagon. 76000 original miles. 144 engine, 3 speed manual. New tires, brakes replaced, minor surface rust, nice interior. \$7000 OBO. View pics on CDN Falcon website; www.cdnfalconclub.com. Mike Jankovich. 519-666-3465. Ilderton, Ontario, Canada

1962 Falcon 4 door sedan. 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop manual, many extra parts. I also have the title. Asking \$6000. Write for more information! Vernon LeDuc, Jr., P.O. Box 1454, Keystone Heights, FL 32656-1451.



1963 Ford Falcon Futura white convertible. Black interior, runs and looks great. \$9500. Frank, 973-835-0953 or racqfeh@yahoo.com. Ringwood, NJ.



1963 Falcon Deluxe 4-door wagon. 200 cid "6" C-4 automatic, roof rack, padded dash (uncracked!) padded visors, two tone Ming green and white paint. Good driver with much recent mechanical work. Needs paint and bodywork. \$2000 OBO. For detailed info, contact Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

Looking for your ad?

Classified ads must be renewed each month to run (photo ads 2 months). Please email your ad, if possible, and tell us if it is a new or repeat ad. Please include a price, location and phone number for the ad to run.



1963 Falcon convertible. Rebuilt 260 V8 and 2 speed Fordomatic transmission. New top and upholstery. Great condition! \$8000. Call Dick Hummel, 717-637-9836. Hanover, PA.



1964 Falcon Futura two door hardtop. No rust. 302 V8 out of a 1991 Mustang. Headers, Holley, MSG ignition and much more. Top loader four speed, also original 260 V-8 T-10 4 speed plus many more original items. \$11,000. Michael Collins, 411 S. Main, Richland Center, WI 53581. 608-647-2401 or michaelgarrett6@charter.net. WI.

1965 Falcon Sedan Delivery 78-B car, factory 289 4-speed now has a 302 cu. inch motor. Frame on restoration vehicle has 1965 factory bucket seats and console, Hurst shifter. To view the vehicle and all the details of what the vehicle has to offer log onto streetrodding.com. Punch in 1965 Ford, California and the Sedan should pop up. This car has been a class winner at all shows that it's been entered in. \$22,500. Contact Bobby Tanner, Home, 909-887-6772 or Cell, 909-771-9155 or btanner@sbcsl.org; you won't be disappointed.

1966 Falcon Sports Coupe Futura Some rust thru-out All bright metal very good. 200c.u. \$800 OBO. Lou West, 732-946-7299. NJ.

1967 Falcon Futura 2 door sedan. It is 6 cyl, automatic transmission. Clearwater aqua color. Interior like new. Perfect running condition. No rust. All original. \$5000. jkmudrak@sbcglobal.net st.clairsville, Gus Anderson, OH.

FALCONS FOR SALE

1964 Futura H/T 6 Auto\$800
1965 Futura H/T 8 New Interior, needs 6 cyl. motor, body work, paint \$1,500
1965 Futura H/T body only\$800
1965 Futura H/T bare body; solid, straight, Pinto front end and shock towers removed\$800
1964 Futura H/T body very straight, no rust all inside areas, outside primed and ready to paint \$2500
1968 2 Door Coupe, no motor or transmission\$700
Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357-2019.

Falcons Wanted

WANTED: 1963 Falcon Hardtop, 1962-63 2 door sedan, easy restoration, drivable nice, reasonably priced. 417-88-27617 or SOLOII@peoplepc.com, R.L. Hall, Springfield, MO.

Parts Wanted

Have 1965 Comet front clip: includes both fenders, grille, headlights, gravel pan and hood. No rust ever, light damage right front. Want to tradde for front clip for 1964 Falcon in smae condition. C.W. Hey, 816-331-7717 or hey ranch@aol.com. MO.

Wanted to buy: Early 1960's Ford Econoline straight axle assembly. William H. Rose, 3029 Ridge Ave., Rockford, ILL. 61103. 815-964-7971.

Windlace for 1962 2-DR sedan. It is brown in colour and has a vinyl or nylon weave through it. I am not looking for the cloth reproduction. I will consider other colours as long as it is similar to the original. I need 16 feet. Please phone Joe at 905-335-2834. Ontario Canada.

Rear axle complete, 6-3/4 inch diameter, and axle code 2, 3.89:1 ratio. Was used on 1960 Falcon Wagons, Rancheros or Taxis and 1961 Comet Wagons or Taxis with 144 c.i. engines. Phone Joe at 905-335-2834. Ontario Canada

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either

used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416.
314-351-1789 or kslitteken@aol.com.

Parts For Sale

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135.00. Specify engine size and year. Bands \$45.00 each exchange, adjustable modulator \$15.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 evenings. www.autotran.us

1964-65 Ranchero single stainless side trim 7 pieces \$250. 1964-65 Ranchero twin side trim for quarter panels-12 pieces \$200. 1963 Hardtop side trim-6 pieces \$150. 1963 N.O.S. gas cap Ranchero or 2 door wagon \$75. 1964 5-bolt C-4 automatic transmission

bell housings fit 260 and 289, \$150 each. Contact Jack Emmett, #2628, 253-531-0643. 11314 34th Ave E Tacoma, WA 98446.

C-4 automatic transmission with rear crossmember to fit 1964-65 Falcon, 302 block plate, universal slip yoke, steel oil cooler lines. 6000 miles on the C-4 rebuild. With rebuild, it has TCI 2000 RPM stall torque converter, B&M shift kit, heavy duty clutch pack, TCI aluminum deep oil pan. It's clean and painted with POR-15 silver paint, \$500. 1964 long block, 5 bolt to bellhousing. Factory 4-V intake manifold, factory valve covers. Rod and crank bearing surfaces of crankshaft are clean, no scuffing or scratches. Cylinder walls look good. Block casting #C40E6015C, \$300. Gene Heid, 419-562-4594. OH

1968 302 equipped with a Holley 0-80457 600cfm 4V carb. and Edelbrock Performer

intake \$500. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Call or email me with your needs. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO. 2019.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

Large 25 year collection of good used parts for 1960 thru 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to

10→

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**



Racing "bullet" mirror on driver's side



I always like seeing the different wheels Falcons display

Dick and Linda Harrington of Delhi, New York are one busy couple. Linda is an avid gardener and raises African Violets. Dick is a professor at State College of New York, in the Technology Division. They live in the Catskill mountains and along with the Indianapolis National Convention, they planned to attend their first Regional Meet in September at Niagara Falls. During the summers off, and throughout the year, he works on projects like his gorgeous black 1963 Sprint hardtop.

The car was purchased in October 2003 and it was totally stripped. It took two years to completely restore this Sprint to its new-found beauty, time Linda spent as a "garage widow." The rebuild was frame-up, including replacing rusted parts, engine modifications and improvements, and many fine-tuned details and finishing touches to make this Sprint special, "all Ford related" parts.

One year was spent on replacing rusted panels (floors, rear quarters and other small segments). The second year was spent stripping paint and re-painting. The last six months were spent reupholstering the seats and putting it all back together. Dick did all the work himself in his two car garage.

The restoration is very thorough and extremely well done. Dick kept notes and took photos along the way, and will be providing Tech Tips for others with similar projects—the first one appears on page 4 of this issue.

The engine is a 1964 block with a Ford solid lifter cam, a Vintage Ford/Cobra Aluminum Hi-Rise intake manifold with a 1.08 Ford Autolite 4100 carburetor. It has a Pertronix II electronic ignition conversion on the stock distributor. It has the stock Sprint air cleaner and cast aluminum Cobra

—Continued on page 16

Linda and Dick Harrington



The devil is in the details



Paint sprayed with a \$14.99 Harbor Freight spray gun



Interior is stock reproduction



Dick can't decide if he should restore the model!



All "Ford related" parts



Welcome to the FCA Dick and Linda (FCA#12563)

Classified Advertising (con't)

\$25. Many body and chassis parts too numerous to mention. Also some parts for Comets and Fairlanes. Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357.

Information Wanted

As a Falcon Club member, I often wonder about what you call a person who lives, sleeps, loves and drives a Falcon? Maybe if members of the FCA could come up with some suggestions of a name to call that person, I think it would be fun and interesting to see what people come up with! Send names to: Donald Heider, 56 Sheepshead Dr., Toms River, NJ 08757. 732-557-0886 or eileenandpeppy@aol.com.

Help! I need some information on how to safely remove anodizing from aluminum parts. J. McAlister, P.O. Box 84, Livingston, AL 35470. 205-652-6254.

I am writing a book on the "Ford Custom Car Caravan" and the "Lincoln Mercury Caravan of Stars." I am asking for help in obtaining high-quality images of a Falcon Cayuse for my book on the Ford Custom Car Caravan and the Lincoln-Mercury Caravan of Stars. I own a new, still-small publishing house, www.Championship-Publishing.com. We produce specialized auto books. Credit would be given to the owner or anyone able to supply some good, high-resolution photographs. I would be very grateful for any help anyone might be able to offer—I am passionate about chronicling that wonderful era in Ford Motor Company history. Contact Mark Gustavson, 801-523-3683 or msgsl@xmission.com.

Wanted: Collectible Automobile back issues from 1984 through 1997. Decent, not cut-up magazines preferred. Pristine examples not necessary. Please e-mail me at mparker@severstalna.com, or write me at

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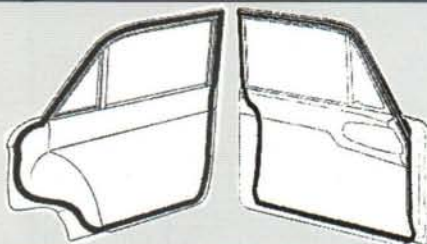
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Hurricane Rita & The Aftermath

I know this is supposed to be a Falcon story, but without telling the whole story of living through a hurricane and its destruction, this is just a story of fixing my convertible because the garage door fell on it.

SEPTEMBER 23, 2005

We woke up on a Thursday at 6:00 AM and knew it was time to evacuate without the civil defense telling us to go, because Jim Cantori from the Weather Channel was down the street doing a "storm update." During the night, Hurricane Rita had made a turn north and was headed right at us. Our area had been ordered to evacuate two other times in history. After seeing the damage that Hurricane Katrina had just done, we took this warning seriously.

Evacuation is not as simple as it sounds. You are now one of several hundred thousand people that will migrate to safe havens somewhere a couple hundred miles away. Travel away from the evacuation zone one hundred miles will take sixteen to twenty hours. You will need gas, water and food to do this. You need to take irreplaceable things like pictures, family heirlooms, clothes and insurance papers. Everything else you leave—you have to tell yourself that you can replace things, then just hope they will be there when you return.

Evacuation also means that friends and families will not all travel together or leave at the same time. Yet you still have to account for all your family—parents, children, grandparents, grandchildren, nephews, nieces, aunts, uncles—young and old, to make sure they have a way out and most importantly, someplace to go. Thank God for cell phones!

Cindy and my daughter, Michelle, left together at 10:00 AM. Michelle left her 1967 Mustang behind. They towed a horse trailer with our two horses. In the car with them were two cats, two dogs, family pictures, an ice chest and clothing for the three of us. They traveled north one hundred and twenty miles in eighteen hours of stop-and-go traffic in sweltering heat. If your car or truck needed gas when you hit the evacuation route, you were going to run out of gas because there was none to be found. They ended up in Center, Texas. My son and his wife were in Austin, Texas, my mother was in Fort Worth, my aunt in San Antonio, my sister in Dallas, and my brothers in Oklahoma. We all live within five miles of one another.



BEFORE: The convertible pre-evacuation, for insurance purposes



AFTER: Kyle's convertible under the steel garage door



AFTER: Mom's house with the pine tree on it



BEFORE: House taken from the pasture gate



AFTER: Son's house with shingles blown off



AFTER: From the pasture gate with all the trees down

My youngest child was in Marine boot camp at Parris Island, South Carolina. She was the one I worried the most about. Her drill instructors knew about the storm and had told her what was happening, but we had no way to communicate during that time. Red Cross was a big help with that. Just hearing her voice made me realize why I loved being a parent.

We left behind our home and everything that goes with it. All we could do is sit and wait and wonder if it would be there after the storm. Cindy and I have a 1959 Nash, 1963 Falcon convertible, 1963 hardtop Falcon and a 1961 Falcon. We put my daughter's 1967 Mustang in my mom's garage. My son's 1966 Mustang was in our garage

with the convertible and the Nash. All I could do was put the others in open areas so trees would not fall on them and hope for the best.

Rita made landfall early Saturday morning and all we could do was watch it happen on CNN Fox and CNBC. All the reporters were in Beaumont and all they talked about was how bad the wind and rain were destroying our community. What a helpless feeling that was! Beaumont took 120–135 mph winds for five to seven hours. They said roof and tree damage was going to be bad, but there was only one way to find out.

I went back on Sunday by myself, armed with my shotgun, not knowing what would await me. I am an electrician, so I had Civil Defense clearance and could travel through the armed check points to get into the devastated sections, which encompassed a nine county area. If you weren't cleared, you were turned around or arrested.

First, let me stop and tell you where we were staying. Center, Texas is a very small northeast Texas community. Our location was the weekend home of one of my daughter's co-workers, whom we had never met before the storm. There were eight of us with our pets, keepsakes and clothes, sleeping on the floor or couches. We were all in the same situation, with that same shocked look on our faces that you see on TV.

After making it through the check points and crossing the bridges back into Beaumont, I thought I stepped into a Science Fiction movie set. Interstate 10 had no traffic on it

Tech Tip: Generators and Alternators

Everything you always wanted to know about generators and alternators, but were afraid to ask

When you spin wires and magnets near each other, you create AC in the wire. This is because the wire and magnets are continuously moving closer to and farther away from each other in a repeated cycle. As they move closer together, the current moves one way. As they move farther apart, the current goes the other way. If you've ever seen the typical "sine wave" graph of AC power, that is a picture representation of what is happening. This is important because you need some way to make that AC into DC to use it in your car. The process of changing AC into DC is called rectification. How you choose to do that is the key design difference between an alternator and a generator.

The generator is also known as a dynamo. These are the original electrical generation units used on automobiles. It was much later when alternators were invented and car manufacturers switched over to them. To understand alternators, you should make sure that you have a basic understanding of generators as many of the pieces and basic theory are the same. The generator is like an electric motor in reverse. Instead of applying electricity to it to make it spin, when you spin it, it makes electricity. It does this by spinning a series of windings of fine wire (called the armature) inside of a fixed magnetic field by connecting them to a belt and pulley arrangement on the engine. As

the armature is spun by the rotation of the belt and pulley, it gets a current and voltage generated in those windings of wire. That current and voltage will be directly proportional to the speed that the armature spins and to the strength of the magnetic field. If you spin it faster, it makes the magnetic field stronger; you make the magnetic field stronger it makes more current. The speed of the spinning is controlled by the speed of the engine—that's why you need to rev the engine up to help charge the battery faster. The magnetic field is controlled by an electro-magnet, so by changing the amount of current supplied to the electro-magnets that make up the field, you control the strength of the magnetic field. This current is referred to as the "field" current and it is controlled by the regulator in response to the electrical needs of the automobile at any given time.

The voltage of the generator is controlled by the number of windings in the armature. The current output varies widely from zero if the battery is perfectly charged and nothing is using any power up to the maximum rated output of the generator. The current output is controlled by the field current, but also by the speed at which the armature is spinning. This is important because a generator can only

—continued on page 22

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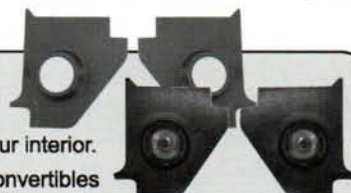
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valve covers. Hooker Super Comp ceramic coated headers feed 2½" exhaust pipes going into Thrush Turbo mufflers. The generator was replaced with an 80 amp TuffStuff chrome alternator.

The transmission is a 5-speed from a 1987 Thunderbird Turbo Coupe. The hydraulic clutch was engineered using a master cylinder and slave cylinder from a 1991 Mazda 626. The rear axle is the original with the 3.25 gear ratio.

The side mirror (driver's side only) is referred to as a racing mirror or bullet mirror. They were common on racing cars of the era and also a similar mirror was used on the Shelby Mustangs. Dick was a big fan of Jimmy Clark's and Dan Gurney's Lotus Fords at the Indianapolis 500 in 1963. "They had racing mirrors and I had one on my original Sprint in 1966. It had to be part of my replacement Sprint."

The car has Granada disc brakes and 1977 Maverick duel bowl master cylinder using the stock Granada distribution/proportioning valve. The rear brakes are stock. The wheels are 15" x 7" 1966 Ford Mustang Styled Steel wheels (reproductions)

The interior is stock reproduction.

The exterior is stock. The car was stripped to bare metal, primed with PPG DP90 epoxy primer followed by PPG K36 high build primer, the finish is eight coats (four coats with the car in pieces and four coats after it was assembled) of PPG Concept single stage urethane paint. He painted the car himself with a \$14.99 Harbor Freight spray gun, and the paint is like a mirror, it is so smooth and perfect.

This Falcon is a meticulous piece of work and Dick and Linda were delightful to visit with. We actually spent at least as much time talking about cats and family and gardening as cars. Hey—what are car shows for?



Love those Year of Make plates



Dick discusses the Sprint with admnirers at Indy



They have some very cute kitties too—Gus, Buster and Miss Priss.

EDITOR'S NOTE

This is the first in series of profiles of FCA members and their Falcons all photographed and interviewed at the 27th Annual National Falcon Convention in Indianapolis in July 2006. There were so many very nice Falcons and so many friendly people that the Editor went on a weekend long quest for photos and stories of members and their cars. This ended up being a very rewarding

and satisfying process, as I got to know the people much better by spending time with them and learning more about them than the details of their restoration or how long they've had their car. I feel fortunate to have had a glimpse into their lives and sincerely thank each and very one of them for the time and attention they gave me during the interviews. I truly feel as if I made a whole bunch of brand new true friends and for that I am very grateful.

Wendy



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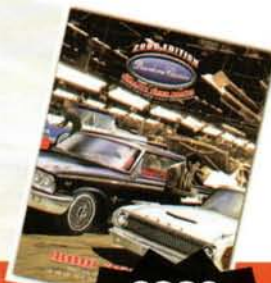
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Hurricane Rita

—continued from page 13

in the morning—none. I was the only vehicle moving through the city. Eventually, I did see others doing the same things I was, just looking at all the damage. My first stop was the refinery I work at. It was damaged; for the first time since it was built in 1950, it was idle and empty. Not even Security was made to stay. My next stop was home to see what it looked like. To my surprise, our house and my son's next door were both standing and looked pretty good, except for the roofs. All my families' homes had various types of damage. My mom had a pine tree on hers that caused the roof to cave in. My son's house had a tree go through the roof and stop in the living room. And my home and garage sustained roof and water damage.

SEVEN MONTHS LATER

All in all, we felt lucky we still had homes. Over the last seven+ months since Rita we have been playing catch-up with our lives. Late February we finally had our roof repaired because of material shortages here. I am still repairing fences and removing tree limbs that were broken by Rita, but waited to fall out later. You can still look around the city and see blue tarps on many homes. My 1963 convertible ended up with the steel garage door laying on it. I had just gotten it back from the paint and body shop before the storm. Winds had imploded the door and water damaged all of the interior. Being an electrician, I worked long hours all the way into early April repairing damage at work. All of my hobbies, which include my cars, have been on hold this whole time. I hope I can get back to normal—what ever that might be—so I can spend time repairing my Falcon.

If there was any good to take from this event it is that family is everything. Your home and belongings mean nothing when your family's safety is at risk. You see these types of events unfold on television and never really see or feel the emotions. Having gone through this, now I look at natural disasters on the news in a different light because I can feel there emotional roller coaster those people are living and I truly know how they feel.

Submitted by Kyle Wier and Cindy Cardwell & family
Beaumont, Texas



You Know You Live on the Gulf Coast When :

- You have FEMA's number on your speed dial.
- You have 300 C and D batteries in your kitchen drawer.
- Your pantry contains more than 20 cans of Spaghetti-Os.
- You are thinking of repainting your house to match the plywood covering your windows.
- When describing your house to a prospective buyer, you say it has three bedrooms, two baths and one safe hallway.
- Your SSN isn't a secret, it's written in Sharpie on your arms.
- You are on a first-name basis with the cashier at Home Depot.
- Gasoline is a rare commodity worth waiting in line for hours just to get 10 gallons.
- You are delighted to be able to pay \$3 for a gallon of regular Unleaded.
- The road leading to your house has been declared a No-Wake Zone.
- You decide that your patio furniture looks better on the bottom of the pool.
- You own more than three large coolers.
- You can wish that other people get hit by a hurricane and not feel the least bit guilty about it.
- You rationalize helping a friend board up by thinking "It'll only take gallon of gas to get there and back"
- You have 2-liter coke bottles and milk jugs filled with water in your freezer
- Three months ago you couldn't hang a shower curtain; today you can assemble a portable generator by candlelight.
- You catch a 13-pound redfish. In your driveway.
- You can recite from memory whole portions of your homeowner's insurance policy.
- You consider a "vacation" to stunning Tupelo, Mississippi.
- At cocktail parties, women are attracted to the guy with the biggest chainsaw.
- You have had tuna fish more than 5 days in a row.
- There is a roll of tar paper in your garage.
- You can rattle off the names of three or more meteorologists who work at the Weather Channel.
- Someone comes to your door to tell you they found your roof.
- Ice is a valid topic of conversation.
- Your "drive-thru" meal consists of MRE's and bottled water.
- Relocating to South Dakota does not seem like such a crazy idea.
- You spend more time on your roof than in your living room.
- You've been laughed at over the phone by a roofer, fence builder or a tree worker.
- A battery powered TV is considered a home entertainment center.
- You don't worry about relatives wanting to visit during the summer.
- Your child's first words are "hunker down."
- Having a tree in your living room does not necessarily mean it's Christmas.
- Toilet Paper is worth more than gold coins
- You know the difference between the "good side" of a storm and the "bad side."
- Your kids start school in August and finish in July.
- You go to work early and stay late just to enjoy the air conditioning.

Calendar of Events

September 8-9, 2006

Erie Canal Chapter and Ontario Chapter Regional Falcon Meet, Niagara Falls, NY. 1st Vehicle \$15, 2nd \$10, No Vehicle \$10, Swap Space \$5 before August 8, 2006. After August 8 add \$5 except \$3 for Swap Space. Meet T-shirts \$15, 2X & 3X \$17. Banquet \$30 adults, \$23 Children. Hotel: 716-285-2521, Four Points Sheridan, 114 Buffalo Ave., Niagara Falls, NY, USA, 14303. Mention Falcon Meet to receive special rate of \$69 per night. Rate good 3 days before and after. Make checks payable to Erie Canal Chapter and mail to Paul Zontek, 579 Colby Street, Spenceport, NY, 14559. For show info: Joe Tatti at 905-335-2834 or Cliff Blank at 585-768-6114.

September 10, 2006

34th Annual Ty-Rods Old Timer's Reunion. New location: Bolton Fairgrounds, Route 117, Lancaster, MA (4.5 miles west of Route 495 on Rt. 117). Parking \$3. Admission \$10., children under 12 free. 9:00 AM to late afternoon. Pre 1973 Hot Rods and Customs. Info: 978-357-3801 or tyrods_oldtimers@comcast.net. Application online: www.ty-rods.org.

September 10, 2006

10th Annual Fun Ford Sunday, Solano County Fairgrounds, Vallejo, CA. 10:00 AM to 3:00 PM for the show, gates open at 8:00 AM for exhibitors. Sponsor: Nor-Cal Ford Club Council. Exhibitor Fee: \$20 in advance, \$30.00 at the gate. Information: PO Box 6682, Concord, CA 94524-1682. <http://www.funfordsunday.com>. Phone: 925-825-2906. This is an interclub event open to all Ford, Lincolns, and Mercurys and the largest such event in northern California. About 500 cars expected.

October 6-7, 2006

7th CarolinasChapter Falcon Regional Meet & All Ford Show - Kannapolis Holiday Inn Express, 2491 Wonder Drive, Kannapolis, NC, 704-743-1080, 1-800-HOLIDAY. (Exit 60 on I-85) Room rate \$74.95, Suites \$84.95 (Mention Falcon Club). 1st Vehicle \$15, 2nd \$10, None \$10, Swap Spaces FREE, T-shirts \$12, XXL and XXXL \$13, Banquet \$10, under 10 FREE. Early birds registered before 9/01 eligible for prize. Valve cover races are also planned. Mail check made out to Carolinas Chapter to Russell Wright, 107 K-Line Road, Mathews, NC, 28104. Info: James Baxter ncfalcon@charter.net

October 20-21, 2006

Great Plains Fall 2006 Regional Meet hosted by Wheat State Chapter, Wichita, KS. Hotel: Four Points Sheraton Hotel, 5805 W. Kellogg Dr., Wichita, KS. 67209. Room rate \$73.00 + tax per night, which includes breakfast buffet. For reservations: 316-942-7911, ask for Sales, mention Wheat State Falcons Regional.



Final Journeys

Bill Geisler 1937-2006



Bill and Estell Geisler, July 2006
Bill in July 2004 with his 1964 Falcon.

Bill Geisler of St. Charles, Missouri and The Gateway Chapter passed away August 3, 2006. Bill was a member of the International Brotherhood of Electrical Workers and the Falcon Club of America. Bill was President of the Gateway Chapter (St. Louis area) from 1997 until 2005.

He is survived by his wife, Estell and his children, Bill, Tracy and Chris. He was a devoted husband, father, grandfather, brother-in-law, uncle and friend to many. His daughter, Tracy, writes "He had a heart transplant in November 1992. He received the heart of a 15 year old girl, something we were all so grateful for."

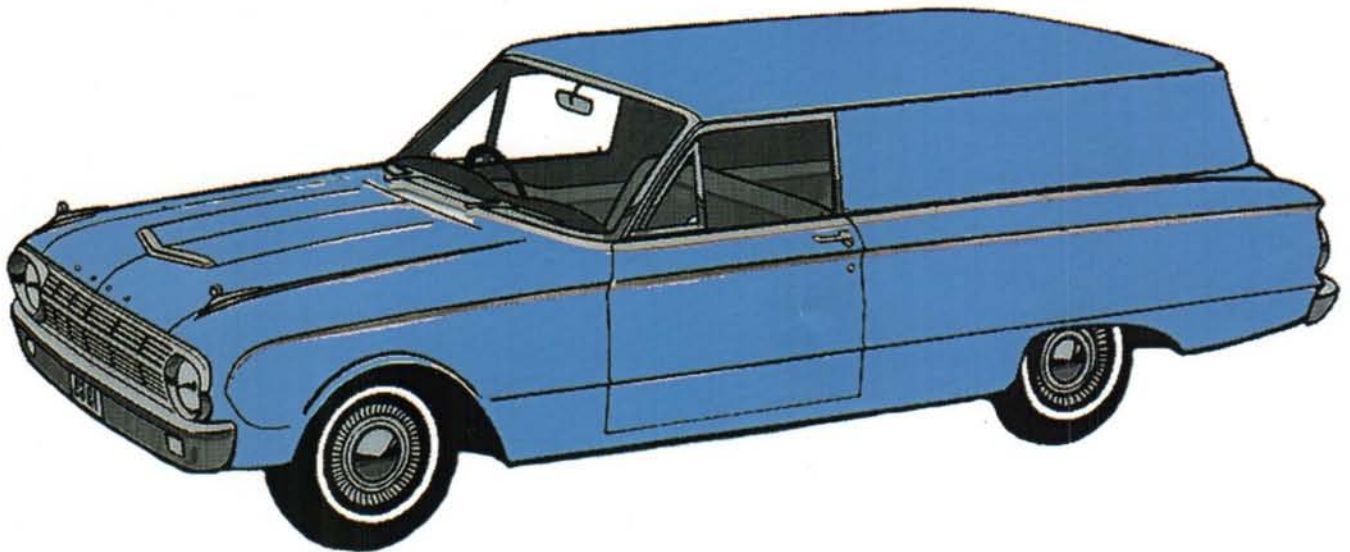
Memorials may be made to Barnes-Jewish Heart Transplant Foundation, 1 Barnes-Jewish Plaza, St. Louis, MO 63110.



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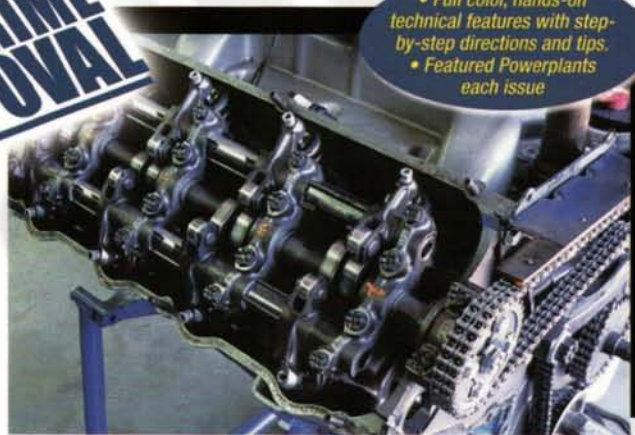
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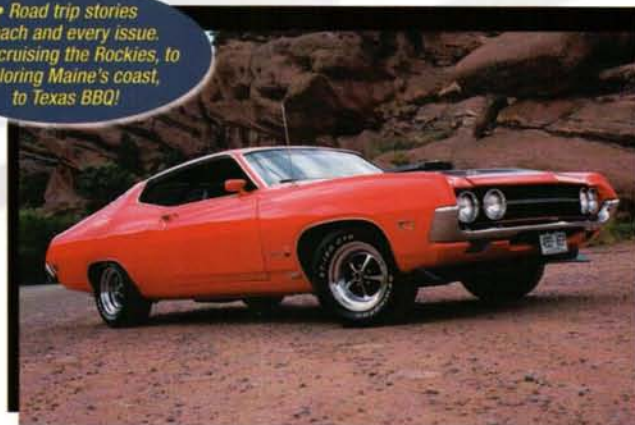
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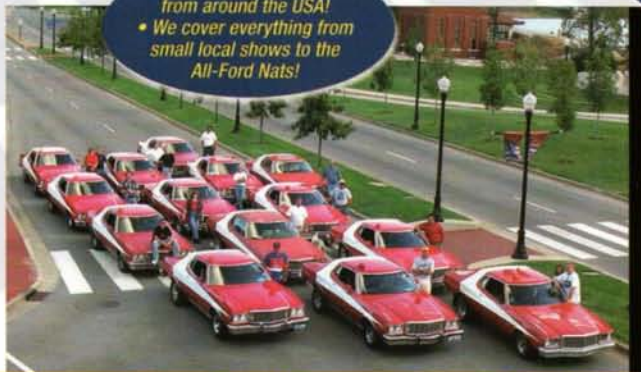
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Tech Tip: Generators and Alternators

Everything you always wanted to know about generators and alternators, but were afraid to ask

—continued from page 14

put out its maximum rated current at or above some speed - at lower speeds the output drops off very quickly. This is why a generator-equipped car will not charge (or even maintain!) the battery at idle and this is one of the main reasons for the development of the alternator.

The current generated in the armature is AC—not DC. To get it converted to DC so it can charge your battery and run your headlights, a device called a commutator is used to “rectify” this situation. It is on the armature and has a series of contacts along its outer surface. Two spring-loaded brushes slide on the commutator one brush is connected to ground and the other is connected to the main output of the generator. As the armature and commutator assembly rotates, the brushes touch the different contacts on the commutator such that the polarity of the current moving in the armature is always connected to the correct brushes. The net effect of this is that the generator output is always DC even though the current inside the armature windings is always AC. A generator has to be “polarized” after the system is connected and before it is used. This is typically done by momentarily connecting the main output terminal of the generator to the battery with a jumper wire. This allows things to be set up so that the generator produces power of the correct polarity due to residual magnetism in the generator. For a simple visual image, imagine trying to jump start a car and reversing the jumper cables on one vehicle. It's not something you really want to do—unless of course you like sparking, arcing and possibly burning out electrical components. This is important if you ever disconnect a generator or regulator, you must polarize it (follow the instructions in the manuals for your car!) before starting the engine.

A generator will have three connections: the field, the armature, and ground, although the ground is sometimes an “implied” connection because everything is metal and is bolted together. The field terminal is the smaller of the two main connections and is typically labeled “F.” The armature is the bigger of the two main connections and is typically labeled “A”—this connection carries the main power output of the generator. Consult your manual for the specifics. All three connections go directly to the regulator and there will be a separate output on the regulator for the battery. The OEM regulator is almost always a

mechanical device, although some aftermarket replacement units could be solid-state.

Every modern vehicle uses an alternator—and for good reasons. Although an alternator is more complicated than a generator, that added complexity brings a few very good features that you will most certainly want on your vehicle, mainly the fact that it will charge the battery at idle and can support the higher amperages needed to run all of the electrical equipment on a modern vehicle. Alternators tend to be more reliable than a generator and have fewer “hard to diagnose” problems as the system ages—particularly the internally regulated models. The internally regulated models are also very easy to service if something goes wrong; there is only one part to fail (the alternator itself) and replacing it is a simple 30 minute job. This all adds up to

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the performance and reliability that is expected in a modern vehicle.

The key difference between an alternator and a generator is what spins and what is fixed. On a generator the windings of wire (the armature) spin inside a fixed magnetic field. On an alternator a magnetic field is spun inside of windings of wire called a stator to generate the electricity. This allows the wires to be directly and easily connected to their outputs without the need for sliding contacts to carry the relatively high output current. The magnetic field is still generated via electro magnets mounted on a rotor, and the relatively small field current that powers them is supplied to the rotor by two small brushes that each ride on a separate and continuous slip rings. These smooth slip rings (unlike the comparatively rough contacts on a commutator in a generator) and the fact that the relatively heavy windings are fixed instead of rotating allows the alternator to be spun at much higher speeds. This allows it to reach its maximum output sooner and to be spun fast enough at engine idle speeds to produce enough electricity to power most (if not all) of the needs of the car without relying on the battery.

There are typically three separate windings of wire in the stator that are all set so that the AC current that is generated is slightly out of phase in each one. The peaks and valleys of the rising and falling current do not happen at the same time, but rather are staggered a bit. This increases and smoothes the electrical output of the alternator much the same way that a 8 cylinder car runs more smoothly than a 4 cylinder one does; there are more power pulses happening in each revolution allowing more total power and better smoothness. The process of rectifying the AC current into DC current is handled inside the alternator by something more complex than a commutator—diodes. A diode is a "solid state" device that allows current to flow in one direction only without any moving parts. It relies on the different electrical properties of the materials it is made of to act as a one-way valve for current. By arranging diodes so that current from each of the three stator wires is only allowed to pass in one direction, and by connecting the



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three outputs together, you get a very smooth and stable DC output without any moving parts. (This arrangement is typically manufactured as a single part and is referred to as the diode pack or diode trio.) This lack of moving parts makes the alternator not only very reliable - but also comparatively inexpensive to build and repair

Alternators do not need to be polarized after installation. You mount them to the engine, plug them in, and go.

On externally regulated models, there are typically four connections on the alternator - the large output terminal (BAT), the ground terminal (GRD) which may be "implied" through the metal mountings of the alternator, the field connection (F), and a separate connection to one of the three poles on the stator (R or S). Unlike on a generator, the BAT terminal is directly connected to the battery and the rest of the car's wiring system, while only the F, R or S, and GRD connections will connect to the regulator. The regulator will also have a small extra wire on it that is connected to the charge indicator light on the dash-board of the car. The regulator itself can be a mechanical or a solid state device.

Reprinted from The Desert Flyer
Arizona Chapter Newsletter
Reba Schweitzer, Editor



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Have a Tech Tip?
Send it to the Editor
at the address on page 2.

National Falcon Photo Contest: Call for Entries



2004 Contest Winner



Primary colors



Send photos of people and Falcons—they're priceless!

The Falcon National News is calling for entries in the 2006 National Falcon Photo Contest.

ENTRIES

Conventional prints and digital photos will both be considered (no slides, please). Digital photos **MUST** be sent on CD. **No email attachments will be considered.** All digital photos must be high resolution JPEGs, 300 dpi at 4x5 inches or larger. Please send along a color copy of the digital file so we can see what it should look like. Do not add borders, text or do any image editing. Please put your name and address on the back of all prints (address labels work great for this purpose) as the entries will be mixed up during judging. Please be sure to indicate the year and model of your Falcon and identify any people in the photo.

Write at least a few paragraphs about yourself and the car; entries including stories will receive preference during judging. Longer stories with several photos or photos including people will also receive preference during judging. Send all photos to the Editor at the address on page 2. Mark envelope "FCA Photo Contest." Include a self addressed stamped envelope with sufficient postage if you want your photos returned.

PHOTO TIPS

Photos should be well exposed without areas of heavy shadow or distracting backgrounds. Overcast days are perfect for even lighting. When composing your photos, remember that the cover is vertical, while cars are basically horizontal. Be sure to include the entire car in the photo, with some "breathing room" on all sides. Turn off the date feature on your camera.

DEADLINE

All entries must be received by December 31, 2006. The First Place Winner will appear on the front cover of the June issue in 2007. Photos not used on the covers will be used elsewhere in the magazine.

Start NOW and scout out a picturesque and unique location for your Falcon—make a memorable photograph for the front or back cover of *The Falcon National News*.